## PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

**Project Description** *from TIP, RTP, and/or project documents* **RTIP ID#:**

Install traffic signals, safety lighting, and left turn pockets at the intersection of State Route 83 (Euclid Avenue) and 13th Street to increase operational efficiency and enhance safety. The intersection is located in the City of Upland, County of San Bernardino.

**Type of project** *see list below*
Intersection signalization project at individual intersection
Intersection channelization project

| **County:** SBd | **Narrative Location/Route & Postmiles: SR 83/ 20.496 (PM 12.736)**<br><br>**Caltrans Projects – EA#:** 42250 |
|---|---|

**Lead Agency:** Caltrans

| **Contact Person** | **Phone#** | **Fax#** | **Email** |
|---|---|---|---|
| Tony Louka | (909) 383-6385 | (909) 383-6494 | Tony_louka@dot.ca.gov |

**Decision Desired** *Check appropriate box below*

| | | | | |
|---|---|---|---|---|
| **PM2.5** | | **MAYBE Project of Air Quality Concern** | X | **NOT Project of Air Quality Concern** |
| **PM10** | | **MAYBE Project of Air Quality Concern** | | **NOT Project of Air Quality Concern** |

**Federal Action for which PM Analysis is Needed** *Check appropriate box and describe in Comments below*

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | **Categorical Exclusion (NEPA)** | | **EA or Draft EIS** | | **FONSI or Final EIS** | | **PS&E or Construction** | | **Other** |

**Scheduled Date of Federal Action:**

**Current Programming Dates** *as appropriate*

| | **PE/Environmental** | **ENG** | **ROW** | **CON** |
|---|---|---|---|---|
| **Start** | | | | |
| **End** | | | | |

**Project Purpose and Need (Summary):** *Attach additional sheets as necessary*

Because of rapid growth in this area, traffic congestion has created difficulties for vehicles crossing the intersection. Inadequate gaps in traffic and a wide median separating the northbound and southbound lanes on State Route 83 cause long delays for traffic trying to enter or cross it from 13th Street. Vehicles on SR 83 turning left on to 13th Street must stop or yield in the intersection to oncoming traffic before completing the turning movement across SR 83. A maximum of three passenger cars can be stored in the median. There is only one wide lane in each direction at the median crossing. When there is a high number of left turn volume, left turn vehicles will tend to stack in two rows in each direction at the median. With the high traffic volume on SR 83, and not enough median storage nor left turn pocket, there are a high number of accidents at this location.

**Surrounding Land Use/Traffic Generators** (especially effect on diesel traffic)

State Route 83 is a four-lane divided north-south highway through the City of Upland and Ontario. 13th Street is a two-lane east-west urban arterial street that is perpendicular to SR 83 and parallel to Foothill Boulevard (Route 66) in the City of Upland. The existing facility is a two-way stop intersection with no left turn lanes or turn pockets on SR 83 or on 13th Street. In the vicinity of this intersection, on SR 83, the median has a width of 19.9m. The roadbed on the SR 83 northbound consists of two 4.3m travel lanes, 1.5m bike lane, and 2.3m parking lane. On the SR 83 southbound, the roadbed consists of two travel lanes with the width of 4.3m and 3.4m, 1.5m bike lane, and 2.0 parking lane.

**Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year)**

**Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year)**

**If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (2005 and year open to traffic)**

2005 ADT volume 23,700 for SR 83 and 3,740 for 13th Street
Year open to traffic (2006) ADT is 24,000 for SR 83 and 3,780 for 13th Street

**If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):**

2030 ADT is 32,200 for SR 83 and 4,800 for 13th Street

**Describe potential traffic redistribution effects of congestion relief**

This Signalization/ Channelization project will not increase capacity. The project's main goals are to increase the operational efficiency and enhance safety by installing traffic signals (with exclusive left turn phases) and left turn pockets on State Route 83.

Comments/Explanation/Details

***Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate***

Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (page 25)

Examples of projects that are not an air quality concern under 40 CFR 93.123(b)(1)(i) and (ii):

- Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM2.5 or PM10 emissions.

**TYPE OF PROJECT:**

| | |
|---|---|
| *New state highway* | *Change to existing state highway* |
| *New regionally significant street* | *Change to existing regionally significant street* |
| *New interchange* | *Reconfigure existing interchange* |
| *Intersection channelization* | *Intersection signalization* |
| *Roadway realignment* | |


*Continued on next page*

*Bus, rail, or inter-modal facility/terminal/transfer point*
*Truck weight/inspection station*
*At or affects location identified in the SIP as a site of actual or possible violation of NAAQS*

**REFERENCE:**
**Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – $PM_{10}$ and $PM_{2.5}$ Hot Spots**

*(i)* *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*

*(ii)* *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*

*(iii)* *New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;*

*(iv)* *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*

*(v)* *Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*